

IN THE CLAIMS:

This listing of claims will replace all prior versions, and listing, of claims in the application.

Listing of the Claims:

1. (Currently amended) A vehicle arresting device comprising a net ~~adapted to be laid~~ that, in use, lies flat on the ground in the path of a vehicle to be arrested with one or more transverse rows of upwardly-directed spikes attached to the net at a leading portion thereof such that when the front tires of a vehicle run over said leading portion one or more said spikes become embedded in each said tire, the net becomes wrapped around the front wheels of the vehicle, and the portion of the net between those wheels of the vehicle is pulled tight under the vehicle, thereby preventing further rotation of those wheels, the loops of said net being oriented with a longer dimension in the fore and aft direction than in the transverse direction of the device when laid flat on the ground in the path of a vehicle to be arrested, whereby in use any widthwise portion of the net is capable of substantial transverse elongation.

2. (Original) A device according to claim 1 wherein said spikes are tipped with generally pyramidal barbs.

3. (Original) A device according to claim 2 wherein said barbs comprise a plurality of flat triangular side faces separated by frustoconical side faces.

4. (Previously presented) A device according to claim 2 wherein said barbs are undercut at their bases.

5. (Previously presented) A device according to claim 1 wherein said spikes are comprised in spike assemblies comprising a base portion whereby the respective spike can be stood in an upwardly-directed orientation, a shaft portion extending from the base portion and a barb portion at the tip of the shaft portion.

6. (Previously presented) A device according to claim 1 comprising a plurality of elongate elements of flexible material extending transversely of the net at spaced locations and attached to the net at its opposite side edges.

7. (Original) A device according to claim 6 wherein one or more of said elongate elements is threaded through loops of the net between said side edges but more positively attached to the net at said side edges.

8. (Previously presented) A device according to claim 6 wherein one or more of said elongate elements is held to the net between said side edges by virtue of separable hook and loop material but more positively attached to the net at said side edges.

9. (Previously presented) A device according to claim 6 wherein said spikes are comprised in spike assemblies comprising a base portion and an upwardly-directed shaft portion and said spike assemblies are attached to a said elongate element at a leading portion of the net by means of separable hook and loop material, elements of which material are interengaged with said base portions of respective spike assemblies located therebetween.

10. (Previously presented) A device according to claim 5 wherein said spike assemblies are attached to the net by penetrating respective portions of the net such that the material of the net encircles the shaft portions of those assemblies.

11. (Previously presented) A device according to claim 1 wherein said spikes are surrounded by respective tubes which are adapted to be crushed to permit penetration of the respective spikes into a vehicle tire running over such spikes in use of the device.

12. (Previously presented) A device according to claim 1 wherein said net is formed into a plurality of separate widthwise sections at said leading portion thereof.

13. (Previously presented) A method of constructing a vehicle arresting device comprising a net adapted to be laid on the ground in the path of a vehicle to be arrested with one or more rows of upwardly-directed spikes attached to the net at a leading portion thereof, the method comprising: taking a net and deforming the same to elongate the loops thereof in the intended fore and aft direction of the device while reducing the dimension of the net in the intended transverse direction; and attaching retainers to retain the net in such deformed condition when laid on the ground in preparation for arresting a vehicle.

14. (Previously presented) A method according to claim 22 which comprises threading one or more said elongate elements through loops of the net between said side edges but more positively attaching such element(s) to the net at said side edges.

15. (Previously presented) A method according to claim 22 which comprises holding one or more said elongate elements to the net between said side edges by virtue of separable hook and loop material but more positively attaching such element(s) to the net at said side edges.

16. (Previously presented) A vehicle arresting device constructed by a method according to claim 13.

17. (Currently amended) A method of arresting a vehicle which comprises laying a device according to claim 1 on the ground in the path of the vehicle such that when the front tires of the vehicle run over the leading portion of the device one or more said spikes become embedded in each said tire, the net becomes wrapped around the front wheels of the vehicle, and the portion ~~thereof of the net~~ between the those wheels of the vehicle is pulled tight under the vehicle, thereby preventing further rotation of those wheels.

18-21. (Cancelled)

22. (Previously presented) A method according to claim 13 wherein said retainers are elongate elements of flexible material attached between opposite side edges of the net.

23. (Previously presented) A device according to claim 10 wherein respective spikes penetrate the net at respective junctions between adjacent loops of the net.

24. (Previously presented) A method according to claim 13 which comprises attaching said spikes to the net by penetrating the net with the spikes such that the material of the net encircles portions of respective spikes.

25. (Previously presented) A method according to claim 24 wherein respective spikes penetrate the net at respective junctions between adjacent loops of the net.

26. (Currently amended) A vehicle arresting device comprising a net ~~adapted to be laid~~ that, in use, lies flat on the ground in the path of a vehicle to be arrested with one or more rows of upwardly-directed spikes attached to the net at a leading portion thereof such that when the front tires of a vehicle run over said leading portion one or more said spikes become embedded in each said tire, the net becomes wrapped around the front wheels of the vehicle, and the portion of the net between those wheels of the vehicle is pulled tight under the vehicle, thereby preventing further rotation of those wheels, wherein said spikes are comprised in spike assemblies comprising a base portion whereby the respective spike can be stood in an upwardly-directed orientation, a shaft portion extending from the base portion and a barb portion at the tip of the shaft portion, and said spike assemblies are attached to the net by penetrating the net with the spikes such that the material of the net encircles respective said shaft portions.

27. (Previously presented) A vehicle arresting device according to claim 26 wherein respective spikes penetrate the net at respective junctions between adjacent loops of the net.

28. (Currently amended) A method of arresting a vehicle which comprises laying a device according to claim 26 on the ground in the path of the vehicle such that when the front tires of the vehicle run over the leading portion of the device one or more said spikes become embedded in each said tire, the net becomes wrapped around the front wheels of the vehicle, and the portion

~~thereof~~ the net between ~~the~~ those wheels of the vehicle is pulled tight under the vehicle, thereby preventing further rotation of those wheels.

29. (New) A vehicle arresting device comprising a flexible substrate that, in use, lies flat on the ground in the path of a vehicle to be arrested with one or more transverse rows of upwardly-directed spikes attached to the substrate at a leading portion thereof such that when the front tires of a vehicle run over said leading portion one or more said spikes become embedded in each said tire, the substrate becomes wrapped around the front wheels of the vehicle, and the portion of the substrate between those wheels of the vehicle is pulled tight under the vehicle, thereby preventing further rotation of those wheels, wherein the spikes are attached to the substrate by penetrating respective spikes through respective portions of the substrate.